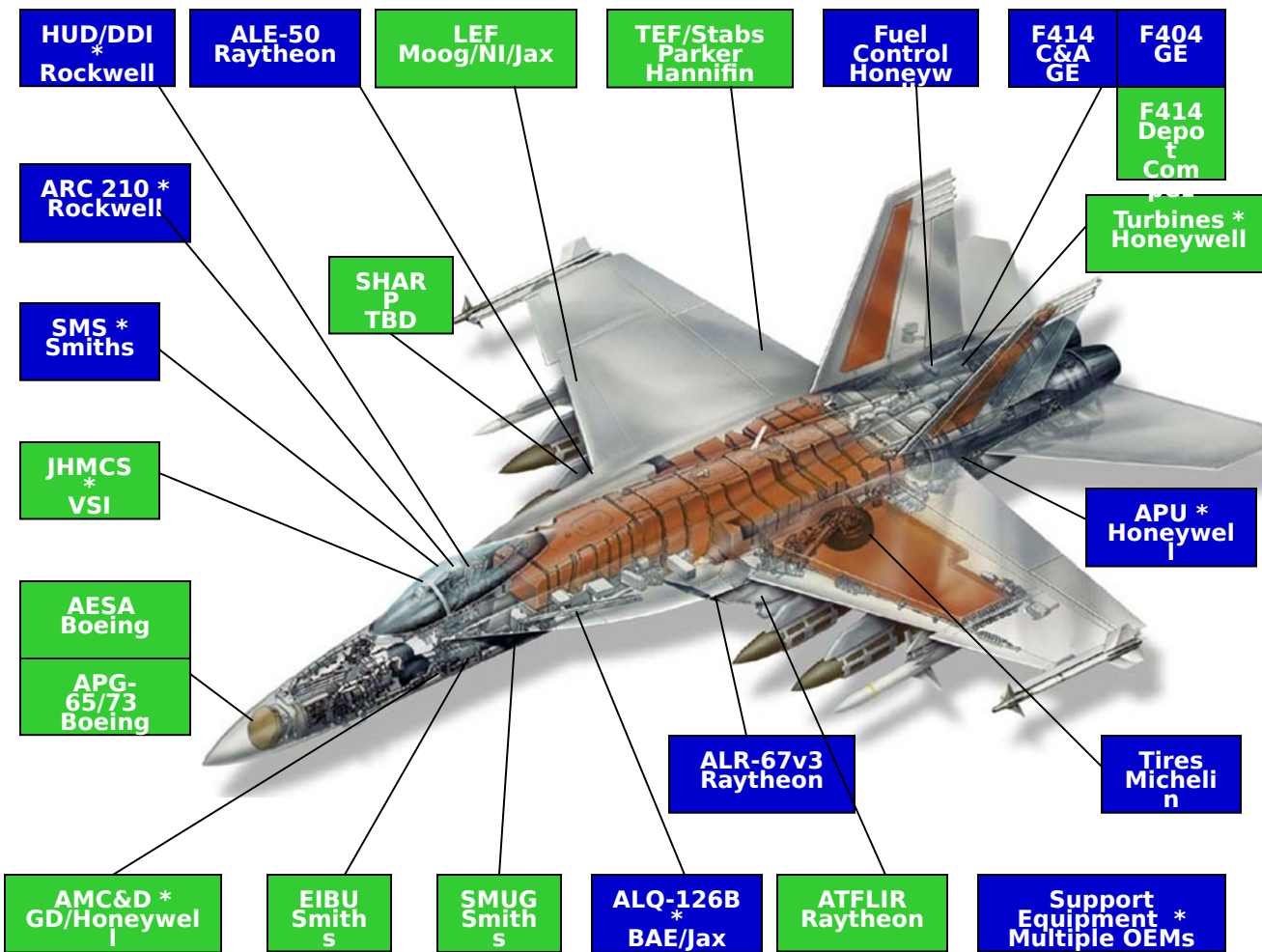


F/A-18 Awarded & Pending PBLs



■ Awarded PBLs
■ Pending PBLs
 * Supports Multiple A/C

FIRST Boeing: 73% of E/F

- 3889 E/F WRAs
- 653 of FIRST Repairables accomplished at I-Level
- 349 Support Equip. Items
- 170 DLA Consumables
- 10,100 Non-DLA Consumables

FIRST FY06 and Beyond:

- F/A-18 A through F
- EA-18G
- APG-65/73
- AESA
- FMS
- DLA Consumables
- Retrofits
- Modifications

General Electric's F404 Performance



- Availability increased from 42% to 92% in 18 months
- Excess -400 spares in fleet resulting in reduced requisitions
- Absorbed all additional requisitions from I Levels
- TAT reduced by 30%
- GE advance released significant material for risk reduction

	Status Aug 03	Status Feb 05
"PBL" High Priority Backorders	436	0
"7R" High Priority Backorders	560	20
"1R" High Priority Backorders	109	15
"PBL" Total Backorders	781	5
"7R" Total Backorders	1308	45
"1R" Total Backorders	224	27

Three level maintenance (O, I, Organic and Commercial D)

Current Performance:

	Status 1 Oct 03	Status 28 Feb 05
AVAILABILITY RATE	< 50%	99%
BACKORDERS (Excluding QZs)	583	51
DDI & HUD A TOP TEN DEGRADER	YES	NO

Near Term Goals:

- 100% Availability with no backorders
- No WRAs being returned to Depot by the Fleet

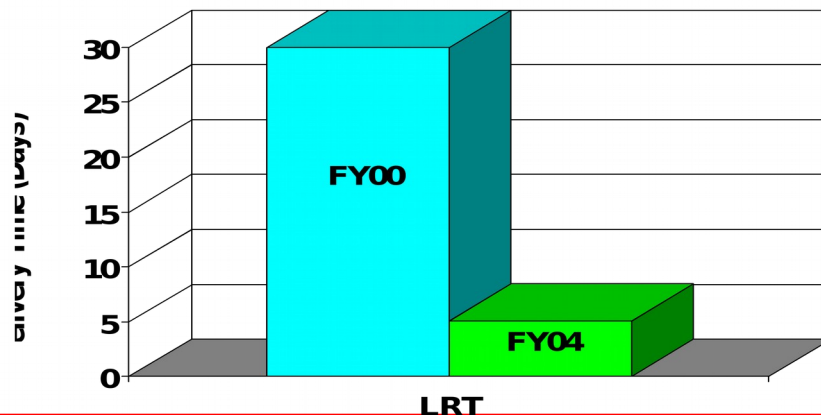
Three level maintenance (O, I, Organic and Commercial D)

Honeywell's APU Performance



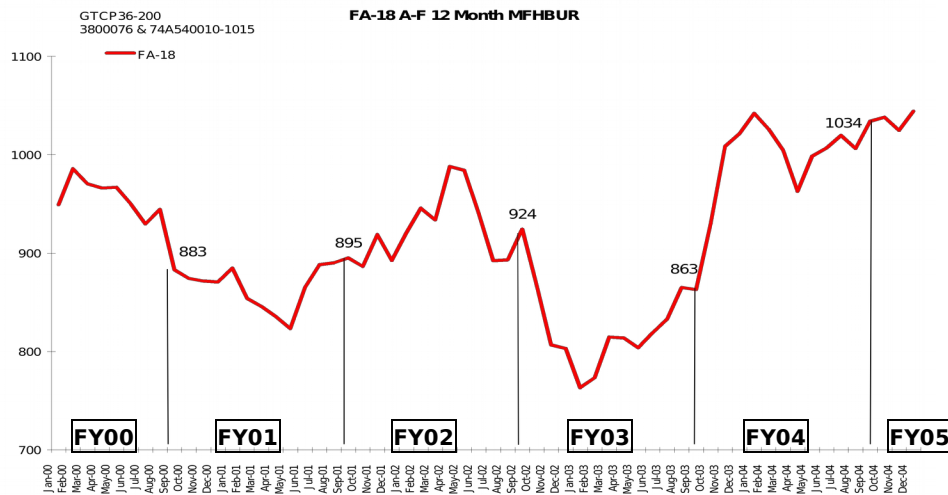
Performance Metrics

Availability: **97%**
Average LRT: **5.1 Days**
Deliveries (WRA & SRA): **250**
Depot Work Share (required 25%): **36.2%**



Reliability

Current MTBUR: **1050**
FY03 MTBUR: **883**
Delta: **+ 19%**
Honeywell Directed Change Requests **10**



Three level maintenance (O, I, Organic and Commercial D)

Smith's SMS Performance



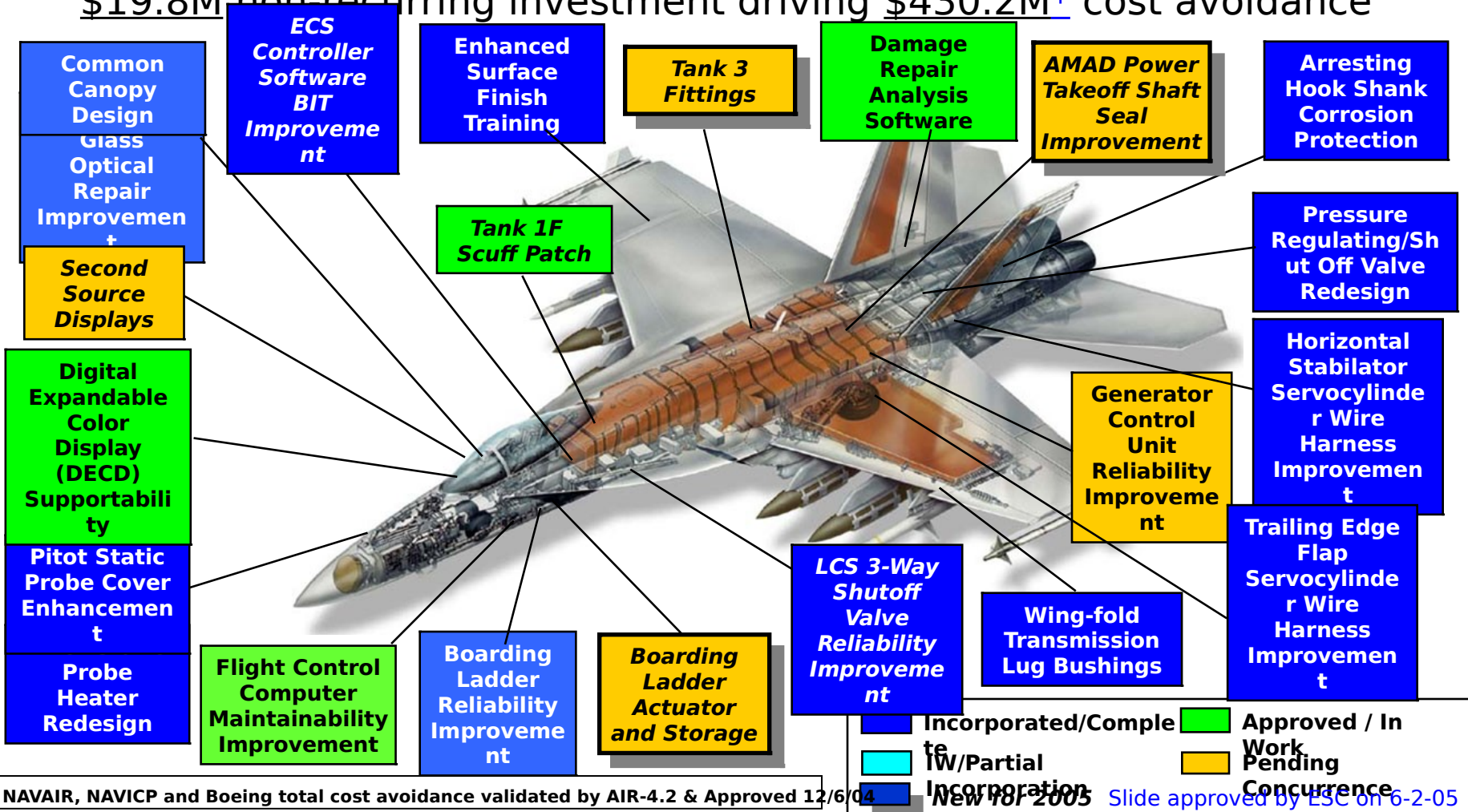
- In Sixth Year of Operation
- Performance to Date:
 - Backorders reduced from 420 to 0 in under 6 months
 - Supply Availability Performance: 100%
 - Requisitions Received/Shipped: 7900/7900
- Fleet Satisfaction: Very High
- Utilization of Wholesale Assets: Optimized
- Obsolescence Management: Processed 353 Class II Changes
- In Process of Adding Control Set Converter to Program

Three level maintenance (O, I, Organic and Commercial D)

Boeing's Supportability Cost Reduction Initiatives (SCRI)



\$19.8M non-recurring investment driving \$430.2M* cost avoidance



Point NAVAIR, NAVICP and Boeing total cost avoidance validated by AIR-4.2 & Approved 12/6/04

Slide approved by ESC on 6-2-05